

Considerations	Concept A Protected Bike Lanes (at Street Level)	Concept B Protected Bike Lanes (Raised, at Sidewalk Level)
Consistency with broader community goals (Bend’s Transportation System Plan, GO Bond)	Lower-stress walk/bike facilities provided on both sides, simplifying travel for vulnerable roadway users.	Lower-stress walk/bike facilities provided on both sides, simplifying travel for vulnerable roadway users. Raised protected bike lanes provide additional separation from vehicle traffic.
Safety and comfort for all users (people walking, bicycling, accessing transit, driving)	Physically-separated walk/bike facilities eliminate potential for people driving to encroach into the walkway/bikeway. Conflict points are limited to intersections and driveways.	Physically-separated walk/bike facilities eliminate potential for people driving to encroach into the walkway/bikeway. Conflict points are limited to intersections and driveways.
Potential cost	\$860K/\$480 per lineal foot.	\$3.0M/\$1,700 per lineal foot.
Minimizes temporary or permanent impacts to adjacent properties	Facilities at right-of-way line are constructable without easements.	Facilities at right-of-way line are constructable without easements.
Minimizes impacts to natural, historic or cultural resources	Utilizes all available space within right-of-way, reduces landscaped area to less than currently exists.	Utilizes all available space within right-of-way, reduces landscaped area to less than currently exists.